

AGENDA

SPECIAL TRANSPORTATION COMMISSION MEETING

APRIL 28, 2010

Location: City Hall, 2263 Santa Clara Avenue, Third Floor, Council Chambers

Time: 7:31 p.m.

1. Roll Call 7:31 PM
2. Public Comment on Agenda Items Only
3. Review of Proposed August 2010 AC Transit Service Reductions Discussion/Action
Outcome: Commission to review and provide comments.
4. Adjournment

Speakers on any item on the agenda are limited to three minutes. Appeals of decisions of the Transportation Commission must be filed with the City Clerk's office within ten calendar days with a nonrefundable fee of \$100.

Bicycle racks are available outside the City Hall entrance on Oak Street.

Accessible seating for persons with disabilities (including those using wheelchairs) is available. Sign language interpreters will be available on request. Equipment for the hearing impaired is available for public use. For assistance or to request an interpreter, please contact the Public Works Department at (510) 749-5840 or the City Clerks Office (510) 522-7538 (TDD number) at least 72 hours prior to the meeting. Readers are available upon request for the visually impaired. Minutes of the meeting may be made available in enlarged print. Please contact the Public Works Department at (510) 749-5840 at least 48 hours prior to the meeting to request agenda materials in an alternative format, or any other reasonable accommodation that may be necessary to participate in and enjoy the benefits of the meeting.

Your Measure B Sales Tax Dollars support this program.

G:\pubworks\LT\TRANSPORTATION\COMMITTEES\TC\2010\042810\Agenda042810-special.doc

SPECIAL TRANSPORTATION COMMISSION MEETING

April 28, 2010

Item 3

Discussion/Action

Review of Proposed August 2010 AC Transit Service Reductions

BACKGROUND

AC Transit has been experiencing a reduction in its revenues needed to provide service. In 2009, based on its anticipated resources, it indicated that a 15% service reduction would be required. Some additional resources were subsequently secured, and instead an eight percent service reduction was implemented in March 2010. AC Transit has recently indicated that again they are facing a revenue shortfall, and additional reductions are necessary. The resulting service cuts are slightly more than what was initially planned for in 2009.

DISCUSSION

AC Transit conducted an extensive outreach in 2009 to help plan for its service reductions. The changes that were ultimately implemented included significant reconfiguration of many of the routes in the system, including those in Alameda. AC Transit has indicated that the upcoming round of service changes will primarily focus on service frequency and hours of operation, with relatively few routing changes. Due to the nature of the changes, AC Transit has indicated that it will be holding a hearing to receive feedback on the proposed service changes, but will not be conducting community meetings.

In a memo to its board of directors, AC Transit staff has described several scenarios for the potential service reductions. It is indicated that the final recommendation will likely not be any one scenario in its entirety, but rather be some combination of elements of these scenarios. These options are described in detail in the attached memo.

Three basic approaches were developed regarding the implementation of service reductions:

- 1) elimination of all weekend services other than trunk lines and major corridors
- 2) reduction of night service
 - A. elimination of four of the six night-time "owl" services
 - B. reduction of service after 10 PM based on ridership
- 3) proportionate service reduction throughout the AC Transit service area

The potential impacts of these scenarios to transit service in Alameda is summarized as follows:

Scenario	Lines Impacted	Current Operations	Proposed Changes
Weekend service changes	O	5AM-midnight	Eliminate weekend service
	21	6AM-10PM	Eliminate weekend service
	31	6AM-10PM	Eliminate weekend service
Reduction of night service (Option A above)	851	Midnight – 6AM	Eliminate
Reduction of night service (Option B above)	O	Weekdays: 6AM-midnight Weekends: 6AM-midnight	Weekdays: Change to 6AM-10PM Weekends: Change to 6AM-10PM
	20	Route from 11 th /MLK in downtown Oakland to Fruitvale BART	Proposed evening route change would eliminate service in Alameda after 10 PM
Proportionate service reduction	51A	Weekday: peak service every 8 minutes	Weekday peak service every 10 minutes
	21	Weekday: 6AM-10PM Weekend: 6AM-10PM	Weekday: 6AM-9PM Weekend: 7AM-9PM Change route to remove service on Robert Davey Jr. Drive; reinstitute service to airport
	31	6AM-midnight	No proposed service change Weekend route to terminate in downtown Oakland instead of Emeryville

AC Transit has indicated that it is preparing a map of the service reduction scenarios. If this is available prior to the TC meeting, it will be presented at that time.

Opportunities to Provide Comment

Staff is bringing this proposal to the TC to solicit comments from the Commissioners and offer Alameda residents the opportunity to provide comments on these proposals. Comments submitted by Commissioners and members of the public at this meeting will be transmitted to AC Transit for consideration.

There will be an additional opportunity for public input on May 12, when a special meeting of the City of Alameda/AC Transit Interagency Liaison Committee (ILC) will be held. Participants in this meeting include Mayor Johnson, Councilmember Matarrese from Alameda, Elsa Ortiz and Joel Young from the AC Transit Board, and staff from the City and AC Transit. This meeting will be held at 10:00 AM at AC Transit offices, 1600 Franklin Street in Oakland, in the 10th Floor conference room, and is open to the public. The AC Transit Board will be holding a public hearing to approve the final service changes on May 26, 2010.

BUDGET CONSIDERATIONS/FISCAL IMPACT

There is no impact to the City budget.

RECOMMENDATION

Staff recommends that the Transportation Commission review the potential service changes outlined by AC Transit and provide comments.

Exhibit 1 – AC Transit GM Memo, “Presentation of Draft August 2010 Service Reductions Plan and Consider Setting a Public Hearing Regarding Proposed Draft August 2010 Service Reductions Plan”

G:\pubworks\LT\TRANSPORTATION\COMMITTEES\TC\2010\042810\Specialmtg-ACTransit.doc

**AC TRANSIT DISTRICT
Board of Directors**

GM Memo No. 09-217f

Meeting Date: April 28, 2010

Committees:

Operations Committee
External Affairs Committee
Board of Directors

☐
☐
☒

Planning Committee
Finance and Audit Committee
Financing Corporation

☒
☐
☐

SUBJECT: Presentation of Draft August 2010 Service Reductions Plan and Consider Setting a Public Hearing Regarding Proposed Draft August 2010 Service Reductions Plan

RECOMMENDED ACTION:

☐ Information Only ☐ Briefing Item ☒ Recommended Motion

Consider Approving the Setting of a Public Hearing on May 26, 2010, Regarding Proposed Service Cuts for Special Transit District One and Special Transit District Two at a Time to be Determined by the Board

Justification for Same Day Board Action: The Chair of the Planning Committee has requested that the committee consider this GM Memo requesting approval to set a public hearing on May 26, 2010, before it goes to the full Board. To accommodate that request, but still maintain the schedule outline in the Plan Timeline section below, staff requests that this memo be presented to the Planning Committee and the Board on the same day.

Fiscal Impact:

Estimated savings from additional service reductions is \$11,466,000. It is estimated that this savings will require the elimination of an estimated 182,000 annual platform hours of service.

Background/Discussion:

In early September 2009, the Board of Directors received public testimony regarding the possible implementation of a Service Adjustments Plan (SAP). The SAP was developed with the assumption of a fifteen percent (15%) service reduction, required as part of an attempt to balance the then-estimated fiscal shortfall of \$57 million. The Board subsequently approved the diversion of \$35 million in Congestion Mitigation Air Quality (CMAQ) funding from the Bus Rapid Transit (BRT) Project to the District's operating budget (October 28, 2009). This action was taken in an attempt to minimize impacts to service, and essentially halved the service reductions originally proposed in the SAP. Ultimately, a Revised Service Adjustments Plan (RevSAP) was implemented on March 28, 2010, and the District now operates approximately 1.93 million annual platform service hours. The RevSAP is projected to result in annualized savings of \$10.34 million.

However, the financial situation has not yet rebounded. Accordingly, District staff released a report (GM Memo 10-077) outlining the status of the current District budget as well as an updated ten-year financial projection. This report stated that the District is now confronting

a \$56 Million deficit for the remainder of the biennial budget cycle, through June 2011. It is estimated that an additional \$11.44 million in service reductions is necessary to contain costs and maintain financial solvency. Upon implementation of this set of changes, the District will operate approximately 1,744,000 annual platform hours. Attachment A represents a visual depiction of the District's platform hours over the past 25 years.

March 28, 2010 Service Adjustments Plan Review

As stated above, AC Transit implemented the RevSAP on March 28, 2010. The plan included routing changes to a majority of the District's services, and an overall reduction of approximately 7.5% in platform hours. The calculations for the reductions were based on an extrapolated accounting of spring 2009 platform hours, which were annualized to a target of 2,089,000 hours. As of March 28, 2010, the District operates approximately 1.93 million annual hours of service.. The table below shows the final distribution of service reductions based on the original targets.

	Total	Transbay	All-Nighter	Local
Original Target Hours	2,089,000	296,513	45,263	1,747,224
March 2010 Annualized	1,927,219	246,931	41,379	1,638,909
Reductions Amounts	161,781	49,583	3,884	108,315
% Reduction	7.74%	16.72%	8.58%	6.20%

August 2010 Service Reductions Plan

As discussed above, financial necessity has caused the further reductions of service in order to resolve shortfalls. Staff estimates that the declared fiscal savings requirement of \$11,466,000 will translate to an additional 182,000 annual platform hours of service reductions. The sections below provide guidance into the Plan details, policy principles and timeline.

Draft August 2010 Service Reductions Plan Scenarios

Given the previous process associated with the 2009 SAP and the subsequent 2010 RevSAP, staff began its analysis for further reductions by reviewing the services "restored" as part of the RevSAP. These included the following broad guidelines:

- **Coverage:** Restoration of lines that were believed to have disparate impacts under Title VI, and under the concept of "completing the grid" (route spacing and coverage). Given the major restructuring of the lines that occurred in March 2010, staff desired to minimize actual routing revisions as the RevSAP was designed as a scalable service plan.
- **Frequency, Span and Trips:** Restoration or expansion of frequency, trips and/or span to areas based on demonstrated patron demand and use.

New – Preservation of Core Services: This includes the need to preserve weekday, commute-based services and services with high patronage. This guideline could result in the implementation of a more severe reduction to weekend service in order to preserve weekday service.

Given the knowledge acquired during the past year about District services and routes, staff did not want to limit the analysis to the implementation of the previous SAP. In an effort to better inform this current proposed set of reductions, staff reviewed public comment received during the conceptualization of the SAP, as well as public comment received after the implementation of the RevSAP in March 2010. Commensurate with this review, staff's proposals will also include changes to services that will address known issues and/or problems with the March 28, 2010 implementation.

Staff has developed a set of service scenarios for public and Board consideration in connection with the need to reduce service by 182,000 annual platform hours. Discussed in greater detail in Attachment C, they include the following:

1. **Operations of Trunk and Major Corridor Services Only on Weekends** – This alternative would severely reduce the number of weekend routes operated by the District, in order to preserve the weekday service platform hours as much as possible
2. **Comparison of All-Nighter Service Strategies** – This scenario involves a comparison of two alternatives:
 - a. Elimination of Lines 802, 805, 840, and 851. Lines 800 and 801 provide basic BART "spine" coverage, and the District is subsidized for their operations. This alternative would result in a loss of service to the San Pablo Avenue corridor, MacArthur Boulevard/73rd Avenue/Oakland Airport corridor, Foothill Boulevard corridor, and the College Avenue/Broadway/Santa Clara Avenue corridor.
 - b. Retention of All-Nighter Lines and Reduction of Trunk-Level Service After 10pm. Trends indicate that ridership along the trunk corridors drops significantly after 10pm, and may not require the trunk-level frequency currently in place. Staff has reviewed ridership for all Trunk lines and proposes several changes that will ultimately lead to a more efficient use of available resources.

It is important to note that the District pays a premium to operators who work "All-Nighter Coverage Runs." This premium consists of ninety (90) minutes of time that is built in on these coverage runs to cover for any last minute operator availability issues (for example, All-Nighter operators who call in sick, or who have a "miss-out" close to the time that an All-Nighter run is due to pull out of the division). In essence, the coverage runs act as "protection" for All-Nighter service. Implementation of either of the above alternatives would allow for a reduction or elimination of this protection time from the All-Nighter coverage runs. .

3. **A Proportionate Service Reduction Across the District** – This scenario would involve an 8% reduction to both weekday and weekend service platforms throughout the District.

Policy and Operations Principles Background for Further Reductions

Policy guidance used during the definition of the August 2010 Plan remains consistent with that defined during the 2009 Service Adjustments Plan. Specifically:

- Allocation of service must reflect some consideration of geographic equity, but ultimately productivity and usefulness of the service should be given greater weight – Strategic Plan
- The transit system must be seamless to the passenger regardless of operator. Services, transfers and fares must be transparent to the passenger – Guiding Principles
- Service must be prioritized to those areas with the greatest potential for transit use, with good patronage rewarded by better service and shorter waits – Guiding Principles
- The District should maintain minimum route spacing/coverage – Service Deployment Policies

Additionally, the following operating principles were used in the definition of the August 2010 Plan:

- Routes should be planned for efficient and effective operations
- Planning service that complements the character and land uses of the existing service area (urban core vs. suburban)
- Further coordination of service provision with private “shuttle” operators to minimize duplication of bus transit services
- Continued attempts to accommodate school service on the base system to minimize additional supplementary services

Methodology

Methodologies developed during the 2009 Service Adjustments Plan were consistently applied during the definition of reductions for the August 2010 Plan. Staff used updated ridership information from fall 2009 to the extent possible to estimate ridership impacts for proposals within the Plan. It should be noted that any ridership estimates for lines that were enacted on March 28, 2010 are purely anecdotal, as staff has only received preliminary ridership reports to date.

Plan Timeline

The following constitutes the schedule for the August 2010 Service Reductions Plan:

Milestone	Date
Presentation of Draft Plan; Set Public Hearing Date	April 28, 2010
Conduct Public Hearing on Draft Plan	May 26, 2010
Final Board Decision on Service Reductions Plan	May 26, 2010
Completion of Title VI Evaluation	June 30, 2010
Plan Implementation	August 22, 2010

As shown above, the proposed timeline is aggressive, and staff intends to utilize existing District/Jurisdiction public meeting resources to present and discuss the plan. However, staff will be unable to host any public workshops due to the time limitations necessitated by the implementation schedule. Further, it is important to note that the timeline necessitates a decision by the Board on a final service reductions package on the same evening as the public hearings. While not customary practice, this is essential in order to ensure enough time is available for an effective service startup in late August.

Other Related Issues

The following issues represent items that are related to an August 2010 service implementation, but are not part of the service reductions plan development:

District One versus District Two Split

The District has made a commitment to provide service to Special District Two commensurate with the revenues attributed to that area. For purposes of this discussion, the Finance Department is in the process of providing an estimate that, will forecast revenues and costs which will then inform staff of the level of service that can be provided. This information will be presented at the meeting as part of the service changes discussion.

Line 51 Service Changes

Shortly before the implementation of the RevSAP on March 28, 2010, staff began receiving inquiries and negative correspondence from residents of Keith Avenue, in the Rockridge neighborhood of Oakland. A set of neighbors had received a joint letter from the City of Oakland and AC Transit, advising of the District's intent to locate a bus stop on Keith Avenue at College Avenue. This bus stop was installed to allow through-passengers to off-board Line 51A at Keith Avenue to continue their northbound trip. Keith Avenue was planned for use as part of the turnaround route to position Line 51A for the southbound return trip to Alameda. Lines 51A and 51B converge on the Rockridge BART station and each make one drop-off (51A – Keith Avenue/College Avenue; and 51B – Miles Avenue/College Avenue) prior to the end of line turnaround. Attachment B reflects the current routing for these lines.

Area residents expressed a number of concerns, including inadequate notification, noise, pollution and vibration issues believed to be associated with the routing decision. Prior to March 28, 2010, transit service operated along Keith Avenue; however, the service was much less frequent, and the span much shorter, than the service associated with Line 51A. With the involvement of City of Oakland Council President Brunner's office, staff participated in two neighborhood meetings in the Rockridge area. It was during these meetings that staff indicated to the residents that Lines 51A and 51B would be deviated from their March 2010 routings, effective with the implementation of the June 2010 sign-up. An article reflecting this decision was printed in the Rockridge News, a local newspaper for the Rockridge area.

Staff intends to insert a 1 to 3 minute "dwell point" at the Rockridge BART station, which will eliminate the need to turn vehicles around in the area. The line designation of 51A and 51B will be retained for the time being, until a final solution for the route has been determined. Bus operators will pull straight into the Rockridge BART station, change the destination sign,

and depart per the scheduled time. Staff projects that the addition of the dwell point will have a minor positive impact on the on-time performance and reliability, of the line, and it is very likely that both ends of the line will lose the gains recently made by implementation of the split. From a positive perspective, riders will no longer be forced to de-board the bus and pay a transfer fee to continue past Rockridge BART.

On a long-term basis, and based on the positive performance data obtained during the initial operations period of the Lines 51A and 51B, staff intends to continue to pursue opportunities in and around the Rockridge Business District to continue the line split.

Commuter Coach Criteria Revision

GM Memo 08-125a provided the basis for commuter coach assignments for District Transbay services. As a result of service reductions to Transbay trips, staff recommends amending the practice to include staff discretion to assign high-capacity commuter coaches to Transbay trips that have demonstrated overload issues. This prevents the need to add additional trips in instances where the overloads are not sizable and can be accommodated with a larger bus.

Next Steps:

Upon finalization of the date for the public hearing, staff will begin meeting with staff from member cities to assess their opinions of the proposals. Additionally, as discussed above, staff will also be utilizing existing District/committee resources to solicit feedback on reductions proposals.

Again, the Chair of the Planning Committee has requested that the committee consider this GM Memo before it goes to the full Board. To accommodate that request, but still maintain the schedule outlined in the Plan Timeline section above, staff requests that this memo be presented to the Planning Committee and the Board on the same day.

Prior Relevant Board Actions/Policies:

GM Memo 10-110:	Set Public Hearing for the Purposes of Declaring a Fiscal Emergency
GM Memo 10-077a:	Monthly Report on the Budget and Ten-Year Projections
GM Memo 09-217e:	Adoption of Resolution 09-053 Approving the Implementation of the Revised Service Adjustments Plan

Attachments:

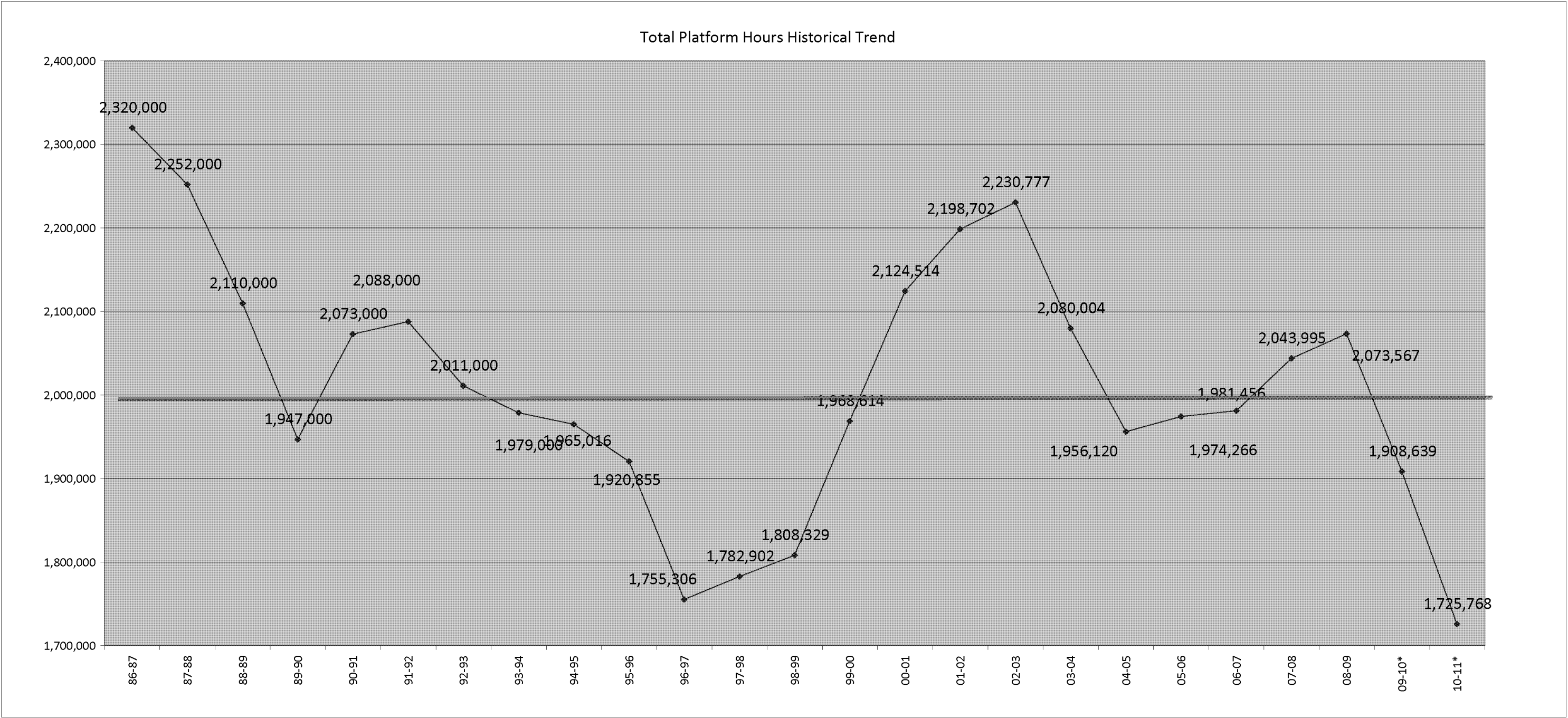
Attachment A:	Graph of 25 Years of District Platform Hours
Attachment B:	Rockridge BART Schematic
Attachment C:	Service Reductions Scenarios

Approved by:	Mary V. King, Interim General Manager Nancy Skowbo, Deputy General Manager of Service Development
---------------------	--

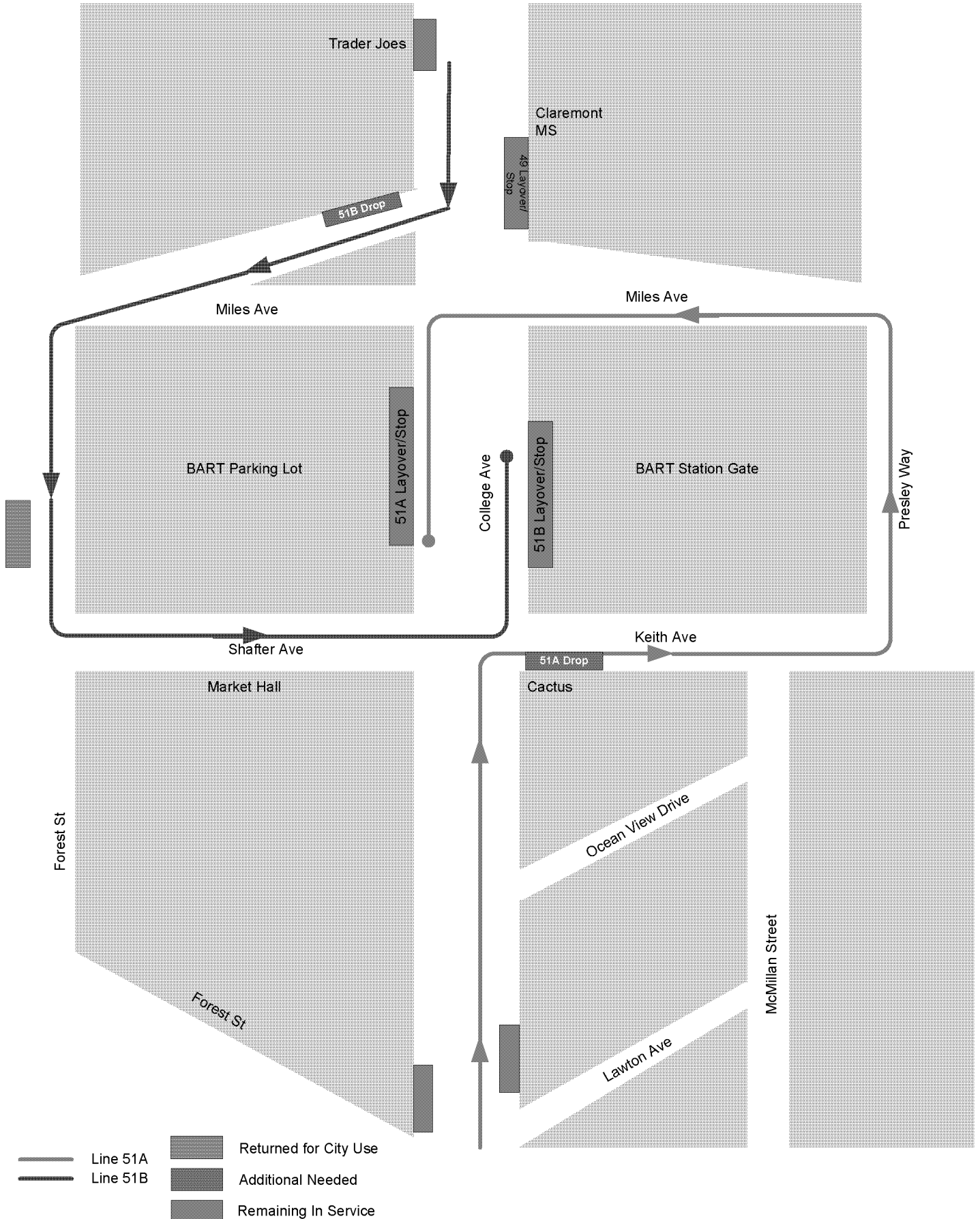
Prepared by:	Cory LaVigne, Service and Operations Planning Manager
Date Prepared:	April 18, 2010

Platform Hour Historical Trend

Year	86-87	87-88	88-89	89-90	90-91	91-92	92-93	93-94	94-95	95-96	96-97	97-98	98-99	99-00	00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	Forecast 09-10*	Forecast 10-11*
Total Platform Hours	2,320,000	2,252,000	2,110,000	1,947,000	2,073,000	2,088,000	2,011,000	1,979,000	1,965,016	1,920,855	1,755,306	1,782,902	1,808,329	1,968,614	2,124,514	2,198,702	2,230,777	2,080,004	1,956,120	1,974,266	1,981,456	2,043,995	2,073,567	1,908,639	1,725,768
Difference From Previous Year		-68,000	-142,000	-163,000	126,000	15,000	-77,000	-32,000	-13,984	-44,161	-165,549	27,596	25,427	160,285	155,900	74,188	32,075	-150,773	-123,884	18,146	7,190	62,539	29,572	-164,928	-182,871



Rockridge BART Station Bus Staging



Preliminary Draft

Service Reductions Plan

for

August 22, 2010

Produced by:

AC Transit
Service and Operations Planning
April 22, 2010

Introduction

This plan has been produced based on the continuing cycle of fiscal challenges faced by local government. The AC Transit District (District) has estimated a \$56,000,000 revenue shortfall from the current period until the end of the 2011 fiscal year. While the District is exploring other cost-savings alternatives, the need for additional service reductions has been identified. The District's Service and Operations Planning Department has analyzed available route performance data, ridership trends which have led to the preparation of a set of scenarios for public and policy maker consideration that are designed to offer choice with regards to this next set of reductions. The scenarios presented include:

1. **Operations of Trunk and Major Corridor Services Only on Weekends** – This alternative would severely reduce the number of weekend routes operated by the District, in order to preserve the weekday service platform hours as much as possible
2. **Comparison of All-Nighter Service Strategies** – This scenario involves a comparison of two alternatives:
 - a. Elimination of Lines 802, 805, 840, and 851. Lines 800 and 801 provide basic BART "spine" coverage, and the District is subsidized for their operations. This alternative would result in a loss of service to the San Pablo Avenue corridor, MacArthur Boulevard/73rd Avenue/Oakland Airport corridor, Foothill Boulevard corridor, and the College Avenue/Broadway/Santa Clara Avenue corridor.
 - b. Retention of All-Nighter Lines and Reduction of Trunk-Level Service After 10pm. Trends indicate that ridership along the trunk corridors drops significantly after 10pm, and may not require the trunk-level frequency currently in place. Staff has reviewed ridership for all Trunk lines and proposes several changes that will ultimately lead to a more efficient use of available resources.

It is important to note that the District pays a premium to operators who work "All-Nighter Coverage Runs." This premium consists of ninety (90) minutes of time that is built in on these coverage runs to cover for any last minute operator availability issues (for example, All-Nighter operators who call in sick, or who have a "miss-out" close to the time that an All-Nighter run is due to pull out of the division). In essence, the coverage runs act as "protection" for All-Nighter service. Implementation of either of the above alternatives would allow for a reduction or elimination of this protection time from the All-Nighter coverage runs. .

3. **A Proportionate Service Reduction Across the District** – This scenario would involve an 8% reduction to both weekday and weekend service platforms throughout the District.

The information presented below represents the preliminary definition of the August 2010 Service Reductions Plan. District Planning staff will be analyzing ridership data and completing analysis prior to the presentation to the Board of Directors at the Public Hearing in late May. Ridership implications and a final set of recommended actions will be presented at that time as well.

Specific Scenario Details

The following constitutes specific details on the three (3) scenarios outlined above. The reductions have been presented in five (5) general areas:

- Western Contra Costa County
- Northern Alameda County
- Central Alameda County
- Southern Alameda County
- Transbay Service

Operations of Trunk and Major Corridor Services Only on Weekends

This analysis provides information on a service scenario that would operate only trunk and major corridor level service on weekends. The only lines that would be in operation would be 1, 18, 20, 22, 40, 51A, 51B, 57, 60, 72, 72M, 73, 88, 97, 99, 210, and 217. The table below depicts the lines that would be eliminated as part of this scenario:

Line	Platform Hours Saved	Saturday Ridership Impacts	Sunday Ridership Impacts
Western Contra Costa to Berkeley			
7	21	610	414
12	66	774	557
25	29	323*	211
52	24	1,182	799
65	12	285	188
67	14	118	107
70	22	727	558
71	38	702	450
74	52	521	324
76	57	1,376	992
Totals	335	6,295	4,600
Northern Alameda – Berkeley to San Leandro			
O	38	559	400
1R	87	4,918	3,883
11	29	617	478
12	66	774*	557*
14	50	2,148*	1,654*
21	67	1,743*	1,385*
26	58	159*	123*
31	67	1,482*	1,110*
45	78	607	505
54	21	795	540
62	58	2,022	1,704

Line	Platform Hours Saved	Saturday Ridership Impacts	Sunday Ridership Impacts
98	49	N/A	N/A
Totals	668	15,824	12,339
Central Alameda County – San Leandro to Hayward			
32	27	748*	563*
68	13	748*	563*
85	27	274	233
86	4	89	77
93	26	256	181
95	14	130	98
386	19	458	311
Totals	130	2,703	2,026
Southern Alameda County – Fremont / Newark			
251	37	Unknown*	Unknown*
275	14	Unknown*	Unknown*
232	28	Unknown*	Unknown*
350	31	Unknown*	Unknown*
Totals	110	Unknown*	Unknown*
Grand Totals	1,243	24,882	18,965
Current Service	3,372	96,111	72,759
% Reduction	-37%	-25%	-26%

** Indicates that ridership impacts are not conclusive because of line restructuring that occurred in March 2010.*

While staff does not necessarily recommend implementation of this strategy due to the profound impacts that would be felt District-wide, the analysis itself is informative and offers suggestions service retention/eliminations.

A Comparison of All-Nighter Service Strategies

As discussed above, staff has produced an analysis that compares reductions to services that operate after 10pm. The first analysis provides a service strategy that proportionately reduces trunk and major corridor level services after 10pm based on ridership information. This alternative has initially shown to have relatively few impacts to ridership and results in a healthy daily hour's savings. The second scenario involves an analysis of the impacts to ridership as compared to hourly savings if all All-Nighter services with the exception of the 800 and 801 are removed. This analysis demonstrates a similar impact to gross ridership numbers, but offers less hourly savings. Additionally, while the gross ridership impacts are similar to the 10pm scenario, it should be noted that outright cancellation of these four (4) lines would have a

deleterious impact on the riders that use them as they would now have no transit possibility for those trips.

Service Ending at 10pm

Line	Service Changes (Span and Frequency)	Route Changes
Weekday		
F	Hourly after 10 pm	No Change
O	End at 10 pm	No Change
18	Half-hourly after 10 pm	No Change
20	No Change	Operate from Fruitvale BART to MacArthur
22/60	Half-hourly after 10 pm	No Change
26	End at 10 pm	No Change
45	End at 10 pm	No Change
74	End at 10 pm	No Change
88	End at 10 pm	No Change
97	Half-Hourly after 10 pm	No Change
Weekend		
F	Hourly after 10 pm	No Change
O	End at 10 pm	No Change
18	Half-hourly after 10 pm	No Change
20	No Change	Operate from Fruitvale BART to MacArthur
26	End at 10 pm	No Change
45	End at 9 pm	No Change
88	End at 10 pm	No Change

All-Nighter Eliminations

Line	Service Changes (Span and Frequency)	Route Changes
Weekday		
802	Elimination	No Changes
805	Elimination	No Changes
840	Elimination	No Changes
851	Elimination	No Changes
Weekend		
802	Elimination	No Changes
805	Elimination	No Changes
840	Elimination	No Changes
851	Elimination	No Changes

A Proportionate Service Reduction Across the District

This scenario would involve an approximate 8% reduction of services, primarily based on demonstrated use by patrons. To every extent, highly utilized services have been retained with

relatively minor changes to either frequency or span. Staff attempted to complete this scenario with few route modifications due to the fact that the entire AC Transit network was revised substantially in March 28, 2010. That said, there was one area of study that involved substantial route modifications that would result in a much greater efficient use of resources. Accordingly, staff has presented two sub-scenarios in under this caption, Proportionate with Restructuring, and Proportionate without Restructuring. The only area where there are proposals for restructuring routes is in Northern Alameda County, specifically, the Oakland area. The other general areas do not have service restructuring as a part of their proposals.

Proportionate without Restructuring

This sub-scenario was developed based on the principle that routing revisions were to be minimized to every extent. As such, a greater amount of lines were affected with frequency and span reductions.

Western Contra Costa County

Line	Service Changes (Span and Frequency)	Route Changes
Weekday		
25	Span – No Changes Frequency – 60 min	No Changes
49	Span – 6a to 7p Frequency – No Changes	No Changes
51A	Span – None Frequency – 10 min peak	No Changes
51B	Span – None Frequency – 10 min peak	No Changes
52	Span – No Changes Frequency – 15 min peak	No Changes
70	Span – 6a to 8p Frequency - None	Operate along Apian to Castro Ranch.
74	Span – 6a to 9p Frequency – None	Truncate Line at Contra Costa College
Weekend		
25	Eliminate Service	
49	Span – 7a to 7p Frequency – 45 Min	No Changes
74	No Changes	End Route at Hilltop Mall

Northern Alameda County

Line	Service Changes (Span and Frequency)	Route Changes
Weekday		
11	Span – No Change Frequency – 30 min	No Changes
21	Span – 6a to 9p Frequency – No Change	Bay Farm Change?
26	Span – 6a to 10p Frequency – 20 min	Extend Line Up Lakeshore Avenue
45	Span – 6a to 10p Frequency – 20 min	No Change
46	Span – Peak Only Frequency – 60 min	No Change
47	Eliminate Service	
57	Span – No Change Frequency – 15 min peak	No Change
58L	Eliminate Service	
61	Eliminate Service	
314/356	Eliminate Service	
339	Eliminate Service	
Weekend		
11	Eliminate Service	
14	Span – 7a to 8p Frequency – No Change	No Change
21	Span – 7a to 9p Frequency – No Change	No Change
26	Span – 6a to 10p Frequency – No Change	Re-route to Service Shellmound
31	Span – No Change Frequency – No Change	Route to operate from Alameda Point to Downtown Oakland
40	Span – No Change Frequency – 15 min	Route Truncated at Eastmont Mall
45	Span – 6a to 9p Frequency – No Change	No Change
98	Span – 7a to 9p Frequency – No Change	No Change

Central Alameda County

Line	Service Changes (Span and Frequency)	Route Changes
Weekday		
32	Span – No Change Frequency – 60 min	Line to serve BayFair (specifics)
75	No Changes	To Foothill Square, return via Dutton
89	Span – No Changes Frequency – 60 min	To/From Downtown San Leandro via Estudillo
97	Span – No Changes Frequency – 20 min peak	No Changes
Weekend		
86/386	Span – 7a to 9p Frequency – TBD	No Changes
95	Span – 7a to 6p Frequency – No Changes	No Changes
99	Span – No Changes Frequency – 40 min	No Changes

Southern Alameda County

Line	Service Changes (Span and Frequency)	Route Changes
Weekday		
242	Span – No Changes Frequency – 60 min	No Changes
251	Span – No Changes Frequency – 60 min	No Changes
264	Span – No Changes Frequency – 60 min	No Changes
Weekend		
275	Eliminate Service	

Transbay Service

Line	Service Changes (Span and Frequency)	Route Changes
Weekday		
BA	Eliminate Line	
LA	Span – No Changes Frequency – AM to 30 min; PM to 20 min	No Changes
CB	Eliminate last trip	No Changes
C	Eliminate last trip	No Changes

Line	Service Changes (Span and Frequency)	Route Changes
NX2 NX3	Convert last trip to additional NC	Convert trip to NC
NX4	Convert last 2 trips to additional NC's	Convert trip to NC
Weekend		
F	Hourly after 10pm	No Changes
O	Span – 7a to 9p Frequency – No Change	No Changes

Proportionate with Restructuring

This sub-scenario was developed to ensure that resources are used as efficiently as possible, which included research of one major restructure not completed during the Service Adjustments Plan process. Implementation of this restructure of service to the Oakland area would allow for the continuation of service to certain communities in the Oakland area.

Western Contra Costa County

No substantive changes to approach. Please see "Proportionate with Non-Restructuring."

Northern Alameda County

Line	Service Changes (Span and Frequency)	Route Changes
Weekday		
1	No Change	Route to operate from Downtown Oakland to BayFair Mall
1R	No Change	Route to operate from Downtown Oakland to San Leandro BART
11	Span – No Change Frequency – 30 min	No Changes
21	Span – 6a to 9p Frequency – No Change	No Change
26	Span – 6a to 10p Frequency – 20 min	No Change
40 Eastmont	No Change	Route to be extended up Telegraph Avenue from Downtown Oakland to Downtown Berkeley
40 San Leandro	Span – No Change Frequency – 30 min	Downtown Berkeley to San Leandro BART via Bancroft, Estudillo, Davis
45	Span – 6a to 10p Frequency – 20 min	No Change

Line	Service Changes (Span and Frequency)	Route Changes
46	Span – Peak Only Frequency – 60 min	No Change
47	Eliminate Service	
57	Span – No Change Frequency – 15 min peak	No Change
61	Eliminate Service	
356	Eliminate Service	
339	Eliminate Service	
Weekend		
1	Span – No Change Frequency – 15 min	Route to operate from Downtown Oakland to BayFair Mall
1R	Eliminate Service	
11	Eliminate Service	
14	Span – 7a to 8p Frequency – No Change	No Change
21	Span – 7a to 9p Frequency – No Change	No Change
26	Span – 6a to 10p Frequency – No Change	No Change
31	No Change	Route to operate from Alameda Point to Downtown Oakland
40 Eastmont	Span – No Change Frequency – 15 min	Route to be extended up Telegraph Avenue from Downtown Oakland to Downtown Berkeley
40 San Leandro	Span – 7a to 7p Frequency – 30 min	Downtown Berkeley to San Leandro BART via Bancroft, Estudillo, Davis
45	Span – 6a to 10p Frequency – No Change	No Change
98	Span – 7a to 9p Frequency – No Change	No Change

Central Alameda County

No substantive changes to approach. Please see “Proportionate with Non-Restructuring.”

Southern Alameda County

No substantive changes to approach. Please see “Proportionate with Non-Restructuring.”

Transbay Service

No substantive changes to approach. Please see “Proportionate with Non-Restructuring.”

Conclusion

It is AC Transit's intention to analyze all of the above scenarios and propose a final set of reductions packages to the District Board of Directors on May 26, 2010. Staff anticipates that the final set of recommendations will include portions of all of the above, and will be crafted in such a way as to minimize the impacts to patrons.